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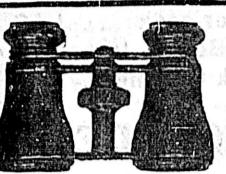
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VOL. XCII., NO. 115.

VICTORIA DAILY COLONIST, THURSDAY, OCTOBER 27, 1904.

FORTY-SIXTH YEAR.



To help enjoy the Operas and
Balls this Season we offer you
an extraordinary fine line of

Opera Glasses ... AND ... Evening Fans

We Import ours direct from the makers in Paris.

The results of our personal selections in foreign markets are readily seen in these goods.

You will be surprised at the beautiful effects in our Fans at \$2.00 to \$5.00, or how well made and how clear the vision in our Opera Glasses at \$4.50.

CHALLONER & MITCHELL.

Sheriff's Jelly Powders, 3 pkg. 25c.
Pure Fruit Flavors.

Goodall's Custard Powder, 10c pkg.

Each box contains sufficient to make three pints.

Goodall's Custard Powder, 20c pkg.

Each box contains sufficient to make seven pints.

DIXI H. ROSS & CO.,

The Independent Cash Grocers.

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Elaterite Roofing

Fire Proof, Water Proof, Won't Rust, Won't Rot.
Samples and Particulars Upon Application.

The Hickman - Tye Hardware Co., Ltd.
32 and 34 Yates Street, Victoria, B.C.
Telephone 59. P. O. Drawer 618

SASH AND DOORS
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The Melrose Co., Ltd., 78 Fort St.

NEW STOCK JUST IN
ST. JAMES TEA

Fine Ceylon in 1-lb. Jute Packages Only
GREEN, RED, LEMON LABELS.

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Loaded with Ballistite Powder
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BUILDERS HARDWARE

At prices that defy competition.

N.B.—We don't talk about our neighbors, but just sell hardware.

Important to You and You and You

As an all-round place to buy Household Necessities,

Hastie's Fair Cannot Be Beat

We know it. Compare prices and you will know it.

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IF YOU VALUE YOUR
HEALTH EAT PURE
FOODS

Is the purest that years of experience can produce.

B. & K. Wheat Flakes

THE BRACKMAN-KER MILLING CO. LTD.

Distinctly Incomplete

Lord Lansdowne Declares That
Russia's Reply Does Not go
Far Enough.

Britain Demands Ample Apology,
Compensation and Punish-
ment of Guilty.

Foreign Secretary Expresses His
Belief of an Early
Settlement.

London, Oct. 26.—The Russian reply to Great Britain's note on the subject of the North Sea trawlers has been received by the British government. It expresses deep regret at the occurrence, and promises reparation as soon as an official report is received from Vice Admiral Rojestvensky.

The reply was received by Ambassador Benckendorff during the night, and was forwarded to Foreign Secretary Lansdowne in the shape of a formal letter in which the ambassador, writing on cabled instructions from St. Petersburg, gave the above assurance adding that while the Russian government at the time of the collision was not without official knowledge from its own sources of the occurrence in the North Sea, it feels certain it was an error, that it wishes at once to express its regret, and assures the British government that full compensation will be made so soon as the details are received.

Ambassador Benckendorff himself drove to Lansdowne house before noon and had half an hour's conference with Foreign Secretary Lansdowne and subsequently proceeded to Downing street and saw Premier Balfour.

During the conference Lord Selborne, first lord of the admiralty, called in Captain Prince Louis of Battenburg, the director of naval intelligence. Attorney-general Finlay was also present. The Premier, Prince Louis and Selborne are all members of the defence committee. The conference lasted about an hour.

Lord Selborne's speech at the Pilgrim's club yesterday evening is accepted as revealing the precise nature of the British demands, namely an ample apology, generous compensation, the punishment of the guilty and an adequate guarantee against a repetition of the offence.

The first lord of the admiralty has fully confirmed the Associated Press advices of yesterday morning.

Foreign Secretary Lansdowne considers that Russia's reply in its present form is incomplete, especially in the failure to grant Great Britain's demand for the punishment in principle of such offenders as might be found responsible.

Lord Lansdowne said late this afternoon, however, that he trusted that the matter would be settled within twenty-four hours.

In interviews at the foreign office with the foreign ambassadors, this being the regular reception day, Lord Lansdowne brought in no decided pessimism regarding the eventual outcome, gave his callers clearly to understand that he did not regard Ambassador Benckendorff's letters as altogether satisfactory, and that it was distinctly incomplete.

It was gathered that Lord Lansdowne has insisted that in the written reply to be handed down to Ambassador Hardinge by Foreign Minister Lansdowne, punishment in principle shall be included and that, though Great Britain is unable at the present moment to specify the individuals likely to be found responsible, Russia must pledge herself not only to ascertain who are responsible, but to punish them in the most severe manner. Until Rojestvensky's report was received Russia has exhibited reluctance to give a simple pledge, in view of the ample scope given in the announcement of the precautionary naval preparations than by the news of the outrage itself.

The next step is likely to be taken at St. Petersburg, where Count Lansdowne, who it is known, is in possession of Rojestvensky's report, can deal positively instead of tentatively, as he did in Ambassador Benckendorff's letter, with the question of compensation and punishment.

In the meantime the British naval preparations proceed quite apart from the diplomatic aspect of the situation of Lord Lansdowne's expressed belief in early settlement.

Another ambassador who called on Lord Lansdowne today said that not one of his colleagues believed that a hostile issue was possible. The only conceivable danger was the bitterness of British public opinion which is being fanned into feverishness far more by the announcement of the precautionary naval preparations than by the news of the outrage itself.

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Tremendous Activity at All the Naval Stations

First Lord of the Admiralty Left London Late Last Night to Personally Superintend the Preparations at Portsmouth.

There is an accentuation of feeling in Great Britain over the delay of the Russian government in procuring from the commander of the second Pacific squadron his version of the attack on the Hull fishing fleet. Admiral Rojestvensky, who is at Vigo, Spain, has, so far as the public is informed, made no official explanation of events of the night of October 21, but in an interview with the Associated Press he has put forward the statement that two torpedo boats, presumably Japanese craft, appeared among his ships off Dogger Bank, and, failing to comply with a demand to retire or show their flag, they were fired on.

Six of the best ships of the British Channel fleet are under orders to sail tomorrow morning, presumably to shadow the further movements of the Russian ships sailing for the Cape of Good Hope, and all the other vessels of the Channel fleet are ready to put to sea at a moment's notice. Besides the five Russian ships at Vigo there are others reported at Villagarriga and Arosa bay. They have been notified that they will not be permitted to coal in Spanish ports. Five German colliers are at Vigo.

Admiral Rojestvensky has informed the Spanish authorities that his ships at Vigo have sustained such damage that they will not be able to leave within the twenty-four hours allowed warships of a combatant in a neutral port. The tone of the London press is notably more bellicose today than it has been at any period of the existing crisis.

London, Oct. 26.—Tension increases as time passes without a definite settlement of the situation created by the Russian blunder on the North Sea. Ambassador Benckendorff's tentative communication to Foreign Minister Lansdowne today and the fact that it was regarded as unsatisfactory only served to inflame the public mind and while official circles are saying it is their confident belief that the whole matter will be satisfactorily arranged, it is now quite evident that only a short time will be allowed Russia in which to give final and complete assurances of her intention to comply with any and all demands that Great Britain may make within reason.

The arrival of Admiral Rojestvensky at Vigo and the certainty that he is in direct communication with his government removes at once the possibility of an account of the inability of Russia to get his side of the occurrences of the night of October 21st. With the official statement of members of the fishing fleet, it is unlikely that the British public or the British government will allow another twenty-four hours to pass

quietly without receiving a satisfactory reply to the note, which demanded a quick answer.

Meanwhile the admiralty is not idle. Reports from all naval stations show that a tremendous state of activity exists. This is especially true of Gibraltar, from which place it is announced that some of the best of Great Britain's war vessels are under orders to proceed in the direction of the Russian Pacific squadron, and that all the ships of the British Channel fleet are ready to go to Tangier.

Hitherto there has been no indication that a time limit has been set by Great Britain for Russia's reply to her demands, but the facts are that the British battleships and cruisers are under orders for the 22nd, in some quarters, said to mean that Great Britain will not wait longer than that date before unleashing her sea dogs, while it is also evident that the Russian cruisers and smaller boats of the squadron may find difficulty in passing the gateway to the east unless the crisis is completely over by the time they reach the entrance of the Mediterranean.

Information has reached the Associated Press from an authentic source that puts a bright light upon the situation. It is understood that practically everything has been decided upon to the satisfaction of Count Lansdowne, the Spanish foreign minister, except the question of the punishment of the offending officers or men. Eventually Admiral Rojestvensky promised that he would not coal in Spanish waters, at the same time begging the commander of the port to obtain the government's permission for each warship to take on 400 tons of coal with which to reach Tangier. Shortly afterwards three colliers sailed for Tangier, but two remained alongside the Russian warships.

In spite of this five German colliers anchored in port alongside the battleships, whereupon the commander of the port sent an aide-de-camp to beg Admiral Rojestvensky not to violate Spanish neutrality, and he also ordered the commanding officer of the Spanish cruiser Estramadura to notify the Spanish foreign minister, except the question of the punishment of the offending officers or men. Eventually Admiral Rojestvensky promised that he would not coal in Spanish waters, at the same time begging the commander of the port to obtain the government's permission for each warship to take on 400 tons of coal with which to reach Tangier. Shortly afterwards three colliers sailed for Tangier, but two remained alongside the Russian warships.

During the afternoon Admiral Rojestvensky, accompanied by the commanders of his battleships, visited the military governor, the French consul and the commander of the port, receiving the usual honors.

As far as can be seen, the crews of the battleships are very uneasy. Sentinels are closely watching every movement within the harbor. All four of the warships seem to be cleared for action.

It is rumored that the object of the Spanish government in requesting the Russians to remain the shortest possible time at Vigo is to prevent the possibility of attack by Japanese agents, whose presence in the province of Gallia is suspected.

It is learned that three other Russian warships are anchored in Avrora Bay. The government has refused them permission to coal in Spanish waters.

The Spanish warships Marques de la Victoria and Vasco Nunez de Balboa are keeping watch along the coast.

The authorities have ordered that all fishing boats shall fly the national flag in order to avoid a repetition of the North Sea incident.

Prince Keretelli, an officer of the battleship Emperor Alexander III., has been interviewed and gives the following explanation of the attack by the second Pacific squadron upon the British trawlers off Dogger Bank.

"The transport Anatol, which was steaming ahead, was suddenly surrounded by eight torpedo boats and requested assistance, whereupon the battleship division advanced and signaled to the unknown vessels to leave or disclose their nationality. The vessels refused to obey and advanced among the Russian battleships. Suddenly a cannon shot was heard from an unknown vessel.

"Then the admiral formed in battle and replied to the fire, afterwards continuing his voyage." The prince added that the Russians feared the strange torpedo boats were Japanese as the admiral was purchased from the Japanese.

"The Associated Press succeeded in obtaining an interview with Admiral Rojestvensky, who expressed great regret over the North Sea incident. The admiral stated that the unfortunate occurrence was purely accidental. The weather the night in question was rather hazy. About 1 a.m. two torpedo boats, which the Russians supposed were Japanese, suddenly appeared between the two divisions of the squadron and seemed to discharge torpedoes. The Russians immediately opened fire. They sank one of the boats and did not realize that any damage had been done. Evidently the admiral said the fishermen had shown no lights. The admiral reported that he greatly regretted that any injury had been done to the two boats fired at. The officers say they do not know if any members of the crews were wounded. They express regret at the error."

A COLD BLOODED CRIME AT WINNIPEG

Fearful Act of a Teamster Who Seems to Be Sane—Other Items.

Winnipeg, Oct. 26.—A cold-blooded murder was committed at a boarding house at 246 Neiva street, when Hobart W. Taylor, a teamster in the employ of Alex. Black Lbr. Company, split open his wife's head with an axe. He then quickly woke up the other boarders and informed them he had killed the "old woman." The murderer had not been drinking to excess and appears to be sane, but no motive for the crime can be imagined. Taylor, in waking up the inmates, walked through the house holding a lamp and a bloody axe in his hands. The boarders became panic-stricken and sent for the police. Sergeant Kerr and Robertson handled Taylor and still smoking a pipe when the police arrived, tried to explain the nature of the wound and remarked that he was quite comfortable, after which he burst forth into song, "Loch Lomond," until stopped by the police. The murdered woman's maiden name was Rathburn, and she came from Deseronto, Ont. The three daughters of the Taylors live in the house. Taylor claims he belongs to Cameron, Ont.

Salvato Piccato was found guilty of manslaughter at Port Arthur assizes yesterday, having killed his mate last June

NOTICE TO THE PUBLIC Special Car Service

For the convenience of guests attending the Hospital Ball this evening, the 27th Inst., a special car service will be provided at the close of the dance.

B. C. Electric Ry. Co., Ltd.

35 Yates Street.

Belligerent Tone Of British Press

Admiral's Excuse for Outrage
Characterized as That of a
Lunatic.

Continuance in Command Is a
Menace to Every Neutral
Vessel.

A Significant Order.

Vancouver, B. C., Oct. 26.—Some excitement was occasioned in Vancouver today over the fact that the C. P. R. Oriental steamship Empress of Japan, now in port, had received orders to take no goods for Eastern ports beyond Yokohama. This order led to the report that the steamship will be taken over by the imperial authorities as an outcome of the North sea outrage. The order is of serious import, as a large amount of Hongkong freight is being left behind.

London, Oct. 27.—At 3 o'clock this morning there is no sign when the Russian admiral's report will be made public, but if unofficial reports should turn out to reflect the admiral's official report, it is evident the Russian officer made an extraordinary blunder in mis-taking trawlers for torpedo boats and fired on their phantom foes. This astonishing explanation is regarded here as not fitting ill with the state of panic suggested as having prevailed among the officers of the second Pacific fleet, and in that case, it is suggested, the Russian government should find no difficulty in removing and punishing the offenders.

The newspapers this morning evidence more heat and impatience than heretofore at Russia's delay, which is considered absolutely indefensible in present circumstances.

The tone of comparative moderation and calmness hitherto shown by the press of London is observed to be yielding to one of outspoken belligerent nature. The Daily Mail editorially speaks of war threatening and gives in scare headlines "Ultimatum to Russia Expires This Afternoon," etc. Without going to these lengths, nearly all other papers are discussing the possibilities of war should the war party in St. Petersburg be able to influence the Emperor and government into a determination to shield the offenders of the accident.

The official explanation of Admiral Rojstvensky, telegraphed from Vigo, is stigmatized by the Morning Post and other papers as appearing to that of a lunatic, whose continuance in a position of responsibility is a menace to every vessel that navigates the sea.

The Daily Telegraph, representing the government view, say: "There is no doubt whatever of the government's seriousness. No responsible ministers would order a fleet athwart the path of vessels of a foreign power without recognizing the responsibility of such a grave step. Yet this is what His Majesty's government has done, with its eyes wide open."

Madrid despatches comment severely upon the attempt of the Russians at Vigo to destroy the Spanish government by the destruction of the vessels, have been damaged and by the proceeding to coal from German steamers, and also upon Admiral Rojstvensky's alleged explanation that firing on the approaching vessels was necessary for the protection of his squadron.

Lord Rosebery, in sending a check for \$500 for the sufferers, described the North sea affair as an "unexplicable outrage."

The Morning Post's Copenhagen correspondent gives a report that the captain of a British steamer, after passing the second Pacific squadron Friday evening in the North sea, saw two miles away, a two funnelled steamer in distress, which appeared to sink before he was able to reach her. It is suggested that the steamer had been attacked by the second Pacific squadron.

London, Oct. 26.—Speaking before the Scottish Chamber of Agriculture at Glasow this afternoon, the Earl of Onslow, president of the Board of Agriculture, pointed out that the government had decided that it did not intend to be idle while awaiting the Russian reply, as it has summoned the Channel fleet to Gibraltar, and the Home fleet from the Scottish waters.

The government hoped it would not be necessary to go further and that the friendly relations with Russia would not be interrupted. The trawler Princess Victoria arrived at Aberdeen today. She reports passing a disabled Russian warship during the night of October 21-22, about 40 miles from the place the Hull trawlers were fired upon.

A steamer which has arrived here reports sighting on Monday morning, 60 miles off the coast of Shant, four Russian battleships. These were sighted half hours later the steamer sighted three other battleships, some cruisers and a transport, and at 4:30 in the afternoon she saw three torpedo boats, with a transport, all steering southwest.

TO CURE A COLD IN ONE DAY
Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box, 25c.

KILMARNOCK

A Pure Malt Scotch Whisky
To be Found Everywhere.

LAW. YOUNG & CO., MONTREAL.
SOLE AGENTS FOR CANADA.

Russia's Position An Awkward One

To Refuse Compliance With Great Britain's Demands Means War.

Punishment of Offending Officers May Necessitate Recall of Fleet.

BARGE BURNS.

Lexington, Mich., Oct. 26.—The steel barge Eliza Lee Strong, owned by the Strong Transportation Company, of Tonawanda, was destroyed by fire here today. The crew of thirteen men took to the ship's yawl.

JAPANESE ATTACK EXPECTED.

Latest Report From Russian Headquarters in Far East.

Mukden, Oct. 26.—The appointment of General Kuropatkin as commander-in-chief was received with universal approval, and will greatly facilitate the military operations. A Japanese attack is now expected shortly. The Russian batteries continue to harass the Japanese. Otherwise all is quiet. The Japanese dead recently found showed by their warm clothing that the Japanese are provided for a winter campaign, whereas the Russians have not received their winter outfits.

ANOTHER EXPLANATION.

Russians Said to Claim That Tragedy Was Due to Collision.

Cherbourg, Oct. 26.—As a result of the visit of the Russian torpedo boats here on Monday a report is circulated in naval circles giving the following version of the North sea incident: "The Hull fishing fleet had its lights extinguished when the torpedo boats making up the Russian fleet collided with some of the fishing boats. The Russians claim that no shots were fired and that they were about to render assistance when, seeing other fishing boats succoring the damaged craft, the squadron proceeded. One of the Russian ships, which may have been damaged during the collision, is reported to have been repaired in the outer harbor here during its stay, on Monday, but this is not confirmed."

A LIBERAL PLANT IN DORCHESTER

Clever Manoeuvre to Postpone Elections One Week. A Split Threatened.

From Our Own Correspondent.

Ottawa, Oct. 26.—To avoid a split in the Liberal ranks Sir Wilfrid Laurier has had to consent to run in Wright county, where two French Liberal candidates and one Irish Catholic, Emanuel Devlin, brother of the member for Galway, were in the field.

An attempt is being made by the Liberals to steal Dorchester, which is represented in parliament by J. B. Moir, who again is the Conservative candidate. After accepting the position of returning officer, Vaillancourt resigned to accept the Liberal nomination for the constituency with the result that his successor not being able to get on the notices in time the election may be deferred for a week after November 3rd.

Arguments were heard today in the British Columbia appeal case of Gage rich vs. Fleutot. Judgment was reserved.

SPAIN REMAINS FIRM.

Madrid, Oct. 26.—The minister of marine confirms the report of the arrival of the Russian cruiser at Villa Garcia. The minister has received a telegram from the authorities at Vigo that the officer commanding the Russian battleship now there has sustained damages which will render it impossible for them to leave port within the prescribed twenty-four hours. The minister will discuss the question with the Spanish Minister San Pedro and give such orders as he may consider right. He declares that he will not allow the coaling of Russian warships in Spanish ports.

LOST AT SEA.

English Steamer Founders Near Off Bahama Channel.

Tampa, Fla., Oct. 25.—The captain of the Spanish steamer Ontaneda, which arrived today, reports the loss of the steamer Massachusetts. The captain states that on the afternoon of October 20th, while off Stirrup Key, his vessel was approached by an American two-masted schooner with masts at half-mast. The schooner asked the Ontaneda to report upon arrival at port the loss of the Massachusetts, the wreck having occurred seventeen miles north of the old Bahama channel. The name of the schooner reporting the wreck is not known. It made no mention of loss of life.

The Massachusetts was a steamship bound from Cardiff, England, to New Orleans. She had a capacity for 25,000 barrels of cotton and was a brand-new vessel.

PASSING THE DARDANELLES.

Russia About to Sound Powers As To Removal of Restrictions.

London, Oct. 26.—The Associated Press learns that while there is no foundation for the rumour which recently emanated from Constantinople that the Russian government is approaching the Sultan with the view of obtaining his consent to the passing of the Black sea fleet through the Dardanelles, Russia is actually taking steps to sound the other continental governments as to whether any objection will be raised by them in the event of a formal request being presented by Russia to the powers, jointly, for the removal of the international restrictions governing the passage of the Dardanelles. It is obvious that whatever the result of these negotiations to the Russian envoys, would not be possible at the present juncture of affairs in the far east for Great Britain to acquiesce in such an arrangement.

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KUROPATKIN'S REPORT.

St. Petersburg, Oct. 26.—General Kuropatkin telegraphs that there was no fighting or importance October 25. However, a destructive artillery fire was maintained for an hour upon the point of the right bank by both the enemy and ourselves. On the night of October 24 the Russian volunteer sharpshooters ambushed the advancing Japanese outposts and forced them to retire southward. Another detachment recovered a Russian gun carriage. On the Russian centre a detachment drove back the Japanese advance near the village of Yau-tai-tus, but upon the appearance of strong Japanese reinforcements, the detachment returned to the village of Shinku after leaving the bodies of several Russians killed during previous fights, and collecting large quantities of arms and munitions.

CHINESE REVOLUTION.

Report That Coast Chinamen Will Organize Revolt against Queens.

Portland, Ore., Oct. 26.—The Oregonian prints an article to the effect that the Chinese Reform Association which has a large membership in every city on the Pacific Coast, is preparing to start a revolution against the present Emperor of China during the celebration of the next Chinese New Year, which occurs in February. The article says that as an insult to the Emperor Tai An, the members of the association have been ordered to cut off their queues. The queue is mark of submission to the reigning power. The plan is to place the young and popular Emperor little Jueng Suey, on the throne. The organization then hopes to use him as a figurehead, and as a tool of Wye Yen, the head of the association, who is in Vancouver, B. C., who will be the real leader, in his position as prime minister.

THE PEACE CONFERENCE.

German Official States Meeting Can Have no Effect in Present War.

Berlin, Oct. 26.—White the United States' note inviting a second peace conference at The Hague for the purpose of strengthening the original convention, has not yet been received by the German government, the foreign office again emphasizes to the Associated Press Germany's wish for another conference. This must, however, avoid plans for universal peace and aim solely at practical reforms. While the conference is to be held, and direct effect upon the Russo-Japanese war since neither side wishes outside interference, still questions of international law have arisen in connection with this war which demand a settlement, and it lies to the interest of the world's peace to reach an international agreement on such questions and get as many nations as possible to subscribe to its terms.

To Whom It May Concern.

To avoid misunderstanding, it is deemed best to distinctly declare that the Conservative party will receive no subscriptions from any one who would afterwards claim any special consideration on account of assistance granted at election time. The leader of the Conservative party has, therefore, issued the following:

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HOLD-UP TRIAL ON AT VANCOUVER

Quann and Prisoner Rehearse Robbery for Benefit of the Court.

From Our Own Correspondent.

Vancouver, Oct. 26.—In the hold-up trial today Quann was in the box all day. Several sensational incidents occurred during the trial. Quann was compelled to disclose his connection with numerous gambling ventures. Provincial Police Officer Campbell directed the hold-up man's suit, mask and all to the amusement of the audience. Justice Duff then instructed him to stand at the rail, his mouth completely covered in the arm of a woolen jersey, and read through eyeholes in the mask from the indictment. Campbell's voice was easily recognized. Justice Duff then had the prisoner, McDonald, and Quann imitate the hold-up in front of jury under Quann's direction, and had Quann explain to the jury how he recognized McDonald's hand as the hand of the hold-up man. The plan of the defence is to belittle the evidence of Quann, who is almost the only witness for the Crown to give evidence for the prosecution.

The five-year-old daughter of Sam Kee, one of the best known Chinese merchants of Vancouver, was killed this afternoon by being run over by a street car at the corner of Hastings street and Columbia avenue. The little girl was struck and dragged under the car, but the wheels did not pass over her body. She was picked up dead, still grasping a bag of candy in her baby hand.

The stock interests of Frank M. Leonard in the Britannia mines was sold to the managing director of the mines, Geo. H. Robinson, today for \$50,000.

ANNUAL HOSPITAL BALL TO-NIGHT

Long Anticipated Event to Be Held in Assembly Hall This Evening.

The Annual Hospital Ball takes place tonight and, with a moonlight night, glorious weather, and a special car service to all parts of the city, the entertainment should be well patronized.

The Assembly Hall is looking its best and the arrangements for music and supper will, it is hoped, meet all demands. Should the ball prove a success, and show that there is still a large number of dance-lovers in Victoria, it is proposed to form an Assembly Club, invitations to join which will be issued immediately, so as to be ready for a beautiful hall and such elaborate decorations as will render longer service during the winter months. Hence this suggestion which will be carried out should there be sufficient encouragement.

Appended is the dance programme for the evening by Mr. Lamson's Orchestra. 1. Waltz Popular Hits. 2. Two Step The Favorite. 3. Two Step Troubadour. 4. Waltz Blue Diamond. 5. Barn Pretty Little Siren. 6. Two Step Sammy. 7. Waltz A Dream of Heaven. 8. Two Step Kathinka. 9. Lancers Minerva. 10. INTERMISSION.

11. Waltz Popular Hits. 12. Two Step A Bit of Blarney. 13. Barn Burgoon. 14. Lancers Smart Set. 15. Waltz Laughing Water. 16. Two Step Floradora. 17. Two Step Thoroughbred. 18. Waltz Composa. 19. Two Step Diziland. 20. Waltz Till We Meet Again.

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Saanichton For Captain Wolley

Big Gathering In the Agricultural Hall Applauds Fine Speeches by Conservatives.

Mr. Lugrin Cuts a Poor Figure in Trying to Substitute His False Charges.

The meeting held in Saanichton on Tuesday night turned out ample proof that Captain Clive Phillips-Wolley, the Liberal-Conservative candidate for Nootka, will receive a large majority of the votes in that portion of the constituency. The meeting was held in the Agricultural hall, which was filled with the electors of the district when the chairman, Mr. John, opened the proceedings. Captain Wolley and Sir Charles Hibbert Tupper delivered impressive and eloquent speeches, and both were cheered to the echo. Mr. C. H. Lugrin arrived on the scene late in the evening, and, on the invitation of Captain Wolley, addressed the meeting, and, after giving his support to the claims of the Liberal party, Mr. Lugrin had been invited to the meeting in order to give him an opportunity of controverting certain statements made by Sir Hibbert Tupper, which he had declared were untrue. Mr. Lugrin did not attempt, however, to carry out this programme notwithstanding his previously announced anxiety to do so, but devoted most of his time to a defence of the administration of the Laurier government. The only effort Mr. Lugrin made to carry on his promise was directed to a statement made by Sir Hibbert Tupper that Sir Wilfrid Laurier had flouted the demands made by Colonel Prior for better terms for British Columbia. This he termed a misstatement of the grounds that his (Mr. Lugrin's) definition of "better terms" was something entirely different from Sir Hibbert Tupper's. Mr. Lugrin also declared that Sir Wilfrid Laurier had not flouted the demands of Colonel Prior, and read Sir Wilfrid's words from Hansard to prove his assertion. The reading, however, had a very different effect from that which Mr. Lugrin intended, because while Mr. Lugrin does not understand Sir Wilfrid's meaning, it was sufficiently clear to the audience, who received the premier's reply, as read by Mr. Lugrin, with a storm of hooting and laughter.

The chairman, having declared the meeting open, called upon Captain Clive Phillips-Wolley, who, on rising, was greeted with cheers. He said that it seemed to him that, in his progress through the constituency, he had met with nothing but good omens. This was the anniversary of the great British victory at Waterloo, and the principles for which he stood were those of the Conservative party, and the principles of which he was a member of the Conservative party stood with the principles that would bind together the British race. (Hear, hear.) On this occasion he had braved the big guns of the enemy, for he had invited the brains of the Liberals of the district—Mr. C. H. Lugrin—to meet him on the platform and carry out the desire he had publicly announced of ramming the misstatements of Sir Charles Hibbert Tupper down that gentleman's throat. (Laughter.) This would enable the electors to judge of the merits of the political case. He regretted to see, however, that Mr. Lugrin was not present. He hoped that this campaign would be kept clear of personalities. He did not ask for support himself, but for support for the candidate of the Conservative party. When it became necessary to attack his opponent, Mr. Smith, he would attack him for his political faith and actions. It was not desirable or necessary to hit Liberals below the belt; the most vulnerable part of them was in their heads. (Laughter.)

"In this contest," said Captain Wolley, "there are three principal planks in my platform: 'Better Terms'; Mr. Borden's transcontinental railway as against Sir Wilfrid Laurier's, and the reform of the disgraceful administration in the Yukon. The people of this district probably are more interested in the question of 'better terms' than in anything else, and in regard to my candidature I want to be believed when I tell you the reason I want 'better terms' for British Columbia. It is because I want better terms for myself. (Hear, hear.) The present trouble arises out of the prolongation of the conditions established in the terms of union by which this province became a part of the Dominion of Canada. The terms agreed to at the time of Confederation may have seemed fair enough and desirable to British Columbians. But conditions have altogether changed since then. You might compare the federal arrangement with a case of a father of seven sons, one of whom, the eldest (Nova Scotia) has a nice flat country to farm and is close to the old home and can the easier get what he asks for, while another, the youngest (British Columbia) is far away from his father and has a vast and mountainous country, in which there arises a scattered population so that the administration is difficult and expensive. Nova Scotia, being nearer home, got better terms, but British Columbia, stronger and juster claim is ignored. (Hear, hear.) And, on our reasoning—and it is a good one—why I ask you to turn out the Liberals is because they have shown themselves deaf to the demands of the people of this province. You must remember, if you listen to the argument advanced by the Liberals that their government will be returned to power and that Conservative representatives from this province will get no hearing, that the election of Liberals by British Columbia would be tantamount to an expression of approval of the treatment accorded the province by the Laurier administration, and that the Liberals would have a right to say that British Columbia is not in earnest in its demands. And in the event of Mr. Borden being returned to power—and it is a very probable event (cheers)—his government might feel inclined to take a similar view."

Turning to the railway issue, Captain Wolley said that the details of this question would be dealt with by Sir Hibbert Tupper. The great point to remember is that Sir Wilfrid Laurier's railway would not be built by the people of Canada for a private corporation, while Mr. R. L. Borden's railway would be built by the people and for the people of Canada. Laurier's railway would serve to fatten the American roads and terminals of the Grand Trunk railway by diverting the Northwest trade across the border, while Mr. Borden's scheme was to keep Canadian trade in Canadian channels. (Cheers.) There would be no doubt but that the new transcontinental road would be constructed in any event, for Mr. Borden had pledged his word that, if returned to power, the railway would be immediately commenced, at both ends, and completed the earlier the possible date. Mr. Borden had pledged himself to investigate the claims of British Columbia to "better terms" and to immediately rectify any injustice to the province that might be clearly established. The third plank was a matter of honor. All those who came of the old British stock, and all who had been brought up with a sense of honor, must be ashamed of the disgraceful mal-administration of the Yukon. (Hear, hear.) He had recently spoken of the mal-administration and thieving in the Yukon in Nootka, and had challenged anyone present to deny the truth of the charges against the government in that respect, and nobody had taken up the gauntlet. Recently, at Mount Sicker, he had met a woman who had worked for the mining registrar at Dawson in the capacity of cook. She had told him that she had seen things up there

which convinced her that nothing could be said against the administration of the Yukon could be too bad. He had told her that she had seen letters containing money from the crooks and "naughty girls" of the camp pushed under the registrar's door, with the result that those people were awarded claims discovered by prospectors, who could get nothing. He had spent a good deal of his time in mining camps in the Northern country, and he could say that it was there that the strong young manhood of the country was to be found and it was sad to think that the young men, instead of being rewarded for their labor, were being robbed by a lot of political grafters. (Loud cheers.) The government in the Yukon was not being run by Sir Wilfrid Laurier, but by the curse of the politicians. Mr. Clifford Sifton, who a few years ago had entered the Laurier government penniless and he was now what many people would call a bloated millionaire. That remarkable change could not have been accomplished by Mr. Sifton's salary as a minister. Sir Hibbert Tupper had challenged the government on the floor of the House of Commons to appoint a commission to enquire into the charges made against the Yukon administration, and had offered to wager the balance of his public life that those charges were true. He had offered to stake his reputation on the result. Could he have made a more sporting offer than that? Well, the government had not dared to appoint the commission, had not dared to investigate the charges. (Cheers.) If there was one thing the Liberal party are noted for it is their illiberalism, and that was an instance of it. People of the British race were not accustomed to such gross perversion of the powers conferred on their representatives, and would not stand for such a blot on the reputation of Canada as the official corruption in the Yukon. (Cheers.) Another instance of the illiberalism of the Liberals was their refusal to protect the timber industry of British Columbia. This was to a large extent due to Mr. Lugrin's "pig pull" in the Northwest, and the way he tried to keep that pull was to protect the farmers of the Northwest with a duty on their wheat, a large quantity of which was sold in British Columbia, and to let them import lumber free from the United States to the detriment of the British Columbian lumber industry. Mr. Sifton had impeded the miserable Goldhobbers and the wretched Galileans into Canada, and these, by their votes, might strengthen Mr. Sifton's pull. (Laughter.) But they were no good for Canada, and in that respect were like Mr. Sifton's policy, cannot be understood; said Captain Wolley. "Then it is that you men who can look after yourselves only well when you are out in the mountains, can, in a political contest, let yourselves be humbugged by a miserable, little, worthless lawyer like Sifton. (Cheers.) Now, I want to appeal to you to support me as the candidate of the Conservative party—the party that has initiated every great measure that has wrought for the welfare of Canada. Vote for the Conservatives rather than for a party that got into power on the strength of pledges it never intended to keep, and has not kept. You will have an opportunity of hearing Mr. Smith in this hall shortly and you will be in a jolly humour. (Hear, hear.) And so on." (Laughter.)

He had been present in the house, and, in common with all the other members, clearly understood the sneer underlying Sir Wilfrid Laurier's carefully chosen language which had caused those sitting around the Premier to laugh. Why should the people of British Columbia, who had to bear such heavy burdens, be congratulated on the fact that they had to pay immense sums to the Dominion to be supplied from other provinces? Was that a joke or was it not? (Loud cheers.) Mr. Lugrin's action in going around accusing the speaker of having written untruths was contemptible and Mr. Lugrin had been unable to produce one iota of proof in support of his assertion. (Hear, hear.)

In 1880, when air mail was editor of the Colonist, he had written on the subject of "better terms," that it was a just claim, and the wrong was greater now than it was in '89. That showed Mr. Lugrin's inconsistency. Then in regard to the railway. He had stated that by Sir Wilfrid Laurier's policy Portland would be the Atlantic port, and that Mr. Borden's policy would result in the trade of Canada being kept within the Canadian border, and that statement was true and supported by the evidence of Sir Wilfrid Laurier's contract which contained no safeguard as to the routing of traffic. Mr. Lugrin would find by studying the campaign in the east that people were arguing over this question of the Atlantic terminus as a gentleman and were not hurling like Mr. Lugrin irresponsible allegations of misstatements against their opponents. As a matter of fact the clause concerning the routing of traffic read by Mr. Lugrin was not in the agreement signed by the Grand Trunk Railway. (Laughter.) Senator Cox and Mr. Hayes had taken good care of that. Mr. Blair, for whom Mr. Lugrin often had expressed great admiration, and who had been minister of railways, had been driven from office by his knowledge of the disastrous character of the agreement with the Grand Trunk people entered into by his colleagues. And Mr. Blair had denounced that agreement in the strongest terms. According to the chairman of the Grand Trunk Railway Company this agreement had been forced on the Laurier government, but, thank God! it had not yet been forced on the people. (Loud cheers.) Sir Charles Rivers Wilson also had told the shareholders of the company in London that they need not be afraid of the liability involved in the construction of the British Columbia section because that liability need not fall due for eighteen years. This was a very important point to British Columbia and the Northwest. Because it showed that the policy of the Grand Trunk Pacific Company was not to build a transcontinental railway to develop the trade of the Dominion, but to divert a large portion of the trade of the great granary of the Northwest to enrich the company's railway system in the United States.

Sir Hibbert Tupper—"Oh, I will reply, at right! (Loud cheers.)

Mr. Lugrin—"You will reply after I have finished and when I cannot answer you, I tell you (addressing the audience), that Sir Hibbert Tupper dare not answer that. (Hoots and cheers.) Colonel Prior never asked for better terms in the house, at least not for what is now understood by better terms. Col. Prior, on April 30, 1901, did ask for the Chinese head tax. He asked for protection for the lead industry, for subsidies for provincial railways, and for the control of the fisheries by the provincial government.

A. Riley—"That is more than Riley ever asked for. (Loud cheers.)

Mr. Lugrin—"What do you say?

A. Riley—"I say, that is more than Riley ever asked for. (Renewed cheers.)

Mr. Lugrin—"Let me get on, will you? (Laughter.)

Sir Wilfrid Laurier's reply had not been either a dolt or a Jeer. He had expressed sympathy with some of the demands made and had said that the people of other provinces was something they should not be asked to do in this connection in full from the start. Mr. Lugrin read Sir Wilfrid Laurier's remarks in those dark days, as every right-minded man knew, Canada had ridden through the financial storm better than any other country. (Hear, hear.) He would ask the electors of Saanichton to remember this and to vote for the Conservative party candidate and for a prosperous

practically all the time. Mr. Lugrin then sat down amid much noise.

Sir Charles Hibbert Tupper said that he did not intend to take up much time in replying to the remarks of Mr. Lugrin who evidently was angry because he had not had a reply. His reply to the speaker's letter to the press, and he went about stating that he (Sir Hibbert) was a man prone to making misstatements of fact. The audience had been able to see what grounds Mr. Lugrin had had for such an accusation. (Hear, hear.) Whether the meaning of Sir Wilfrid Laurier's reply to Colonel Prior constituted a flaw was possibly a matter of opinion, but to affirm that it did have that meaning could not be termed a misstatement of fact. (Hear, hear.)

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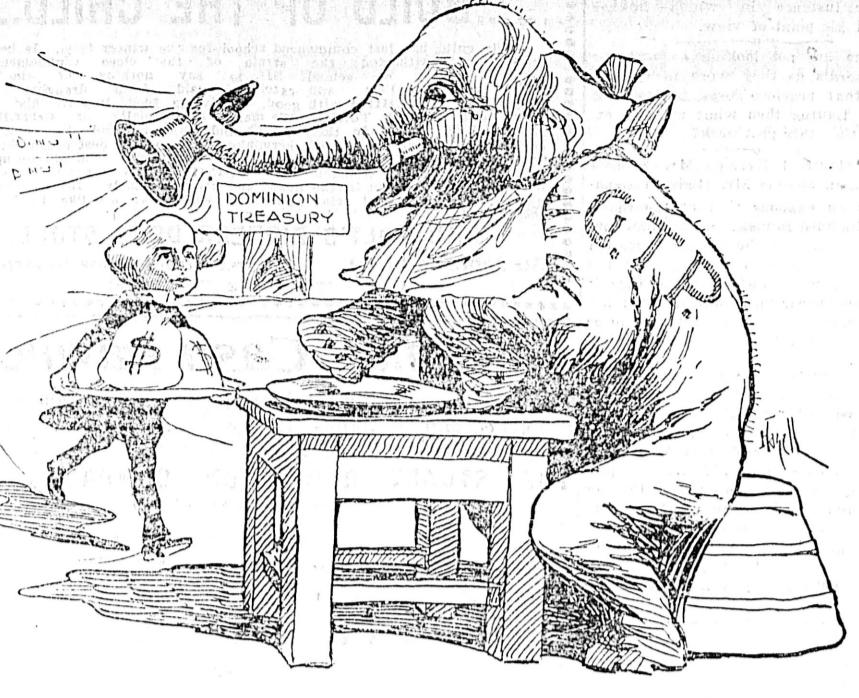
When that object was secured the company would very likely prefer to forfeit the deposit of \$5,000,000 to the government rather than build the mountain section at all. Sir Hibbert, in a few words, clearly defined the respective positions taken by Sir Wilfrid Laurier and Mr. Borden in regard to the question of better terms for the province. Sir Wilfrid Laurier practically promised nothing; he only made a vague statement that the financial relations of the Dominion government and all the provinces might be put on a different basis. But that would not help British Columbia. (Hear, hear.) British Columbia's claims were not to be confounded with the demands made by Ontario. The per capita weight of fixing the amount of provincial subsidies was unjust in the case of British Columbia, where, owing to the character of the country and its scattered settlements the cost of administration was much higher than in the older and more settled provinces. (Hear, hear.)

In conclusion, Sir Hibbert Tupper elicited the claim of the Liberals that the Laurier administration had brought about the present prosperity of Canada. The prosperity of the Dominion had commenced in 1887, when Canada, according to the words of a great statesman in the United States, had become a nation. (Cheers.) The prosperity now enjoyed was worldwide, just as prior to 1896 a period of universal depression had been experienced, marked by great financial crises in Great Britain, the United States and Australia. And in those dark days, as every right-minded man knew, Canada had ridden through the financial storm better than any other country. (Hear, hear.) He would ask the electors of Saanichton to remember this and to vote for the Conservative party candidate and for a prosperous

which convinced her that nothing could be said against the administration of the Yukon could be too bad. He had told her that she had seen letters containing money from the crooks and "naughty girls" of the camp pushed under the registrar's door, with the result that those people were awarded claims discovered by prospectors, who could get nothing. He had spent a good deal of his time in mining camps in the Northern country, and he could say that it was there that the strong young manhood of the country was to be found and it was sad to think that the young men, instead of being rewarded for their labor, were being robbed by a lot of political grafters. (Loud cheers.) The government in the Yukon was not being run by Sir Wilfrid Laurier, but by the curse of the politicians. Mr. Clifford Sifton, who a few years ago had entered the Laurier government penniless and he was now what many people would call a bloated millionaire. That remarkable change could not have been accomplished by Mr. Sifton's salary as a minister. Sir Hibbert Tupper had challenged the government on the floor of the House of Commons to appoint a commission to enquire into the charges made against the Yukon administration, and had offered to wager the balance of his public life that those charges were true. He had offered to stake his reputation on the result. Could he have made a more sporting offer than that? Well, the government had not dared to appoint the commission, had not dared to investigate the charges. (Cheers.) If there was one thing the Liberal party are noted for it is their illiberalism, and that was an instance of it. People of the British race were not accustomed to such gross perversion of the powers conferred on their representatives, and would not stand for such a blot on the reputation of Canada as the official corruption in the Yukon. (Cheers.) Another instance of the illiberalism of the Liberals was their refusal to protect the timber industry of British Columbia. This was to a large extent due to Mr. Lugrin's "pig pull" in the Northwest, and the way he tried to keep that pull was to protect the farmers of the Northwest with a duty on their wheat, a large quantity of which was sold in British Columbia, and to let them import lumber free from the United States to the detriment of the British Columbian lumber industry. Mr. Sifton had impeded the miserable Goldhobbers and the wretched Galileans into Canada, and these, by their votes, might strengthen Mr. Sifton's pull. (Laughter.) But they were no good for Canada, and in that respect were like Mr. Sifton's policy, cannot be understood; said Captain Wolley. "Then it is that you men who can look after yourselves only well when you are out in the mountains, can, in a political contest, let yourselves be humbugged by a miserable, little, worthless lawyer like Sifton. (Cheers.) Now, I want to appeal to you to support me as the candidate of the Conservative party—the party that has initiated every great measure that has wrought for the welfare of Canada. Vote for the Conservatives rather than for a party that got into power on the strength of pledges it never intended to keep, and has not kept. You will have an opportunity of hearing Mr. Smith in this hall shortly and you will be in a jolly humour. (Hear, hear.) And so on." (Laughter.)

The chairman here intimated to Mr. Lugrin that his time was up, but Mr. Lugrin, contrary to agreement, insisted on proceeding to read large sections of the Grand Trunk Pacific contract, much to the disgust of the audience. He concluded by challenging Captain Wolley or anyone else to a joint meeting in Victoria when he would allow any gentleman nominated to talk first, last and

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VICTORIA HUNT CLUB

The Victoria Hunt Club are unable to hold a gunkhana as proposed. The first paper-chase of the season will start on Saturday next, 29th October, from Work Point Barracks, at 3 p. m. This is a trial paper-chase; if not well supported the paper-chases will have to be discontinued.

MUNICIPAL NOTICE

Today is the last day but THREE to pay taxes to receive the abatement of one sixth,

CHAS. KENT,
Treasurer, Collector
Victoria, B.C., Oct. 23rd, 1904.

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TENDERS.

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Is a FalsehoodColonel Prior Refutes Calumnies
Published in Organ of the
Liberal Machine.Prospects of Conservative Vic-
tory are Bright—Meeting in
North Ward.

A very successful meeting was held in the North Ward schoolhouse last evening in the interests of Colonel E. G. Prior, the Liberal-Conservative candidate for Victoria. The feature of the meeting was Colonel Prior's refutation of the accusations made against him by the organ of the local Liberal machine, and his many speech was heartily applauded by those present.

Mr. W. H. Price was elected to the chair, and in opening the meeting reminded the audience that the election was close at hand and it behoved the electors to get to work and do all they could to secure the election of Colonel Prior. (Hear, hear.) He pointed out that at this juncture in the affairs of the province it was highly desirable that Victoria should return a strong man to Ottawa, and one who was well able to present the case for the province in the House of Commons. Colonel Prior, as they all knew, was a man who could, and would, do all that is possible to advance the interests of British Columbia. (Applause.)

Mr. Geo. Jay was then called upon to address the meeting, and was received with applause. Mr. Jay entered at once upon a consideration of the railway issue, and recounted the progress of the negotiations of the Grand Trunk railway leading up to the contract for the construction of the Grand Trunk Pacific, and showed from these that the intention of the company was to divert Canadian trade to the United States. At a meeting in London of the shareholders of the company, Sir Charles Rivers Wilson had urged as a reason why the company should acquire the Canada-Atlantic, a line running from Depot Harbor through Ottawa to the state of Vermont, that it had exceptional facilities for carrying grain. That might serve as a hint to the intentions of the company in regard to the destruction of the Northwest trade. Of course that had been done some time ago, but he thought Sir Wilfrid Laurier should have insisted on safeguards in the contract which would have ensured the routing of all traffic on the Grand Trunk Pacific through Canadian territory to Canadian ports. (Hear, hear.) An amusing incident had occurred at a Liberal meeting in Esquimalt last Friday. Mr. John Fanning had presided at the meeting, and the speakers had been Mr. B. J. Terry and Mr. Perry Mills. According to the Times, when Mr. Ralph Smith arrived on the scene he remarked that he thought he was "in the company of angels." If it was a company of angels, commented Mr. Jay, he, for his part, would prefer to be found in the company of the Conservative party. (Hear, hear.) He hoped all present would vote for Colonel Prior and his esteemed leader, Mr. R. L. Borden. (Applause.)

Colonel Prior, who was received with applause, said that he was about to be nominated as the standard-bearer of the great Conservative party in Victoria. (Hear, hear.) The Conservatives had been beaten in 1896 on the strength of promises made by the Liberals which had never been carried out. It was, no doubt, fortunate for the country that the promised policy of free trade had not been instituted, for if it had been Canada would have been ruined. (Hear, hear.) The Liberals said that Canada had prospered because of their administration. It was true that Canada was prosperous, but so were the United States and so was Europe. An unexampled period of prosperity had been experienced in all those countries, but it was not due to Sir Wilfrid Laurier. The country was poor largely because the Liberals had broken their promises, and had carried on the policy of protection initiated by the Conservatives. (Hear, hear.) But the Liberals had been half-hearted about protection and had neglected to utilize the system to encourage all Canadian industries and shut out the competition of United States manufacturers. Thus the lumber industry of British Columbia had been neglected notwithstanding the protests of British Columbia's representatives at Ottawa. The Liberals had increased taxation and increased the expenditure of the Dominion, squandering money in various directions. The Liberals had accused the Conservatives of carrying elections by improper means. There may have been abuses of that kind by members of the Conservative party, and it would not defend them, but the criticism came badly from the Liberals, who had gone a great deal further in the art of unlawful electioneering than the worst of the Conservatives had ever dreamed of. The wholesale importation of United States citizens to vote in an Ontario election recently was one instance. A whole shipload brought over on the steamer MINNIE M. (Laughter.) Another instance of bold corruption was the rewarding of J. B. Jackson, convicted of suborning to perjury in order to unseat a Conservative member, with a \$3,000 a year government job in England. Colonel Prior, Sir Richard Cartwright's shameless defence of his man, and Mr. Borden's condemnation from Hibbard. He did not fail to say much about the Liberals' railway policy, but there was one point worth remembering in connection with the matter of corruption, namely, that Sir Wilfrid Laurier's scheme provided for a line parallel to the Intercolonial, which would ruin that line, but necessitate an expenditure of \$50,000,000 in the province of Quebec. (Hear, hear.)

Colonel Prior then took up the subject of charges against himself recently published in the Times. He said in part: "If I am as bad as that paper says, I have no right to even shake hands with an honest man and no right to champion any cause. (Laughter.) But I am not ashamed to stand before you. (Cheers.) I have made some mistakes in my life—and who has not?—but I have not done anything dishonest or intentionally wrong. (Hear, hear.)

Obsequies Of a
Remarkable ManTribute to Memory of the Late
Lafcadio Hearn by a
Journalist.Funeral of Famous Poet Was a
Strange and Beautiful
Ceremony.

One of the members of the editorial staff of the Yokohama foreign paper, the Japan Gazette, wrote the following eulogy upon the late Lafcadio Hearn, and description of that extraordinary man's funeral, which took place about the beginning of October:

This is the necrology of Professor Yukuno Koizumi, litterateur and professor of English, journalist and roamanist. For fourteen years the Anglo-American world had known, gazed at with admiration, many descriptions and dreams where the characters and scenery were Japanese and the author one Yukuno Koizumi, known to the West as Lafcadio Hearn, has been, as I have learned, nearer and nearer to the heart of Japan; he has sought the noble, the heroic from the strangely mixed and even fiercely contrasting characteristics of the people of Dai Nippon, and has translated into our mother tongue the great things he has seen and mysteries he has discovered.

Deep as is the debt of gratitude owed by the West, deeper still is the indebtedness of the East. To those who have only the shifty, untrustworthy Japanese, he has shown in words and children inspired with a loyalty to their code of honor and a noble patriotism halting not at any sacrifice, even of life.

But to do all this a great price had to be paid. To faithfully portray one must accurately see and the only point from which nation may be viewed, is one would enter into communion with its soul, is the inside, and there Lafcadio Hearn strove to be. The price was sacrifice, the cost of language, of custom and personal freedom.

He sought to see with Japanese eyes.

He thought as the Japanese think and live in everything a Japanese. How far he succeeded we know, none better than those who have lived in the Far East.

His books exhale Japanese thought,

the thought of the lowly laborer and the high chivalry, the bushido of the samurai.

He left the world of his fellows and entered a new one, he took a wife from among the foreign people with whom he lived, he obtained citizenship and therefore had to sacrifice his name, he lost his religion,

for Lafcadio Hearn, to still use the name by which he was known to us.

He became a Shintoist. He buried himself away from the haunts of visitors, so far and so deeply that when he died two days elapsed ere the news of his death was published, and then by a Yokohama paper, the Japan Gazette.

I left Yokohama to attend his funeral. For an hour I journeyed by train to Tokyo and then with a ricksha and two ricksha boys set out for his home.

After a ride in a two-storyed house purely Japanese. The spot where Lafcadio Hearn had worked and whence he had sent forth those exquisite gems of his mind and imagination to which we must accord the highest praise.

The mortal remains of this strange author lay encased in a plain, unvarnished, white wood coffin in his former study. The widow and the four bereaved children sat near and a few friends were ushered in, each in turn bidding farewell to the shrined casket.

Then followed the coffin borne on the shoulders of coolies in a small temple-like casket of white wood with golden lotus plants with silver flowers and bunches of flowers several feet high.

Then followed the coffin borne on the shoulders of coolies in a small temple-

like casket of white wood with gold-

leaved lotuses at each corner and or-

namated with the Buddhist symbol of immortality, for, as is the case with many Shintoists, the funeral was Buddhist.

The funeral tablets were borne by the three sons and behind the casket followed the wife and the Japanese female relatives in rickshas. There were only two foreign mourners, but at the rear of the procession was a large number of Japanese students who spoke of their sorrow for their former professor with the sorrow of those who have lost a friend.

For a mile the procession moved on to the Kōtoku-dera Temple. Leaving our boots at the threshold we entered and the floor was soon lined with mourners and students. The casket was placed opposite the shrine of the Buddha, and offerings were put before it. There were tablets and a chapter of laud and with the wreath this inscription in English:

Presented to

The Memory of

The Late Prof. Lafcadio Hearn

Whose Pen was

Mightier Than the Sword of the Victorious Nation Whom He Loved

and Lived Among,

And Whose Highest Honor It Shall

Ever Be to Have Given Him

Chitosewa

And alas! a Grave.

From His Former Students.

From many burners the incense rose

From the air, the sunlight shone dimly

Through the paper shoji, the candles flickered and the mourners

Held aloft incense and the incense

Scented the air.

The incense rose and there was a soft, low

Sound coming from the incense burner

The incense rose and again there was a soft, low

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Victoria West

Cheap Acre for Sale

A very good corner acre lot for sale on Dominion Road. Price..... \$525

PEMBERTON & SON
45 FORT STREET

CURTISS & HARVEY'S CELEBRATED
AMBERIE CARTRIDGES
SMOKELESS AND BLACK SPORTING GUNPOWDERS
For Sale at All Gunsmiths.
WHOLESALE BY
ROBT WARD & CO., Limited
Victoria and Vancouver

SYLVESTER'S

Excelsior Meal or Egg Producer

The Greatest Feed for Fowls on the Market. Is to be fed hot in morning.
The Sylvester Feed Co., 87-89 YATES STREET Tel. 413.

The Yukon Is
Being Desereted

Hardy Miners Driven Out by the
Scandalous Jobbery of the
Officials.

People are Disgusted and are
Leaving the North and Going
to U.S. Territory.

Still another witness to the scandalous doings of the Yukon officials under the Liberal regime is in the city. He is Mr. W. Holmes, a Liberal, well known in Victoria, who is an old timer in the far north. Mr. Holmes has been engaged in mining in the Yukon for a considerable time past, but is not likely to resume that business until a clean administration is established in the country and there is some prospect for independent, honest man to receive the wages of his labor, now being diverted to other channels.

Speaking to a Colonist reporter at the Dominion hotel, Mr. Holmes said that he had found it more convenient to work in United States territory than in the Yukon during the past summer, and so had been most of the time in "Tinland." He had been in Dawson on several occasions during the last few months, however, and could vouch for the fact that conditions there were most serious and the prospects of the city very bad, owing to the crookedness of the government officials there. "Honest men," he said, "who are not supporters of the Liberal party, have no chance in the country and they are leaving by hundreds. If you are not in with the push you have no show. Recently Dawson has relinquished its charter and the city is run by Governor Congdon's outfit. Although the cost of administration of the city's affairs should be much less expensive, taxes are not reduced. There is some quasi business in connection with the leases of Dawson. One well-known hotelman, who has the misfortune (in Dawson) to be Conservative, has had his license taken away."

"What becomes of the people being driven out of the Yukon by the Liberals? Well, some are coming south and others have gone across the border to Alaska, where they get fair treatment and justice under the United States government. Tanana is attracting a large number. I believe it will prove a good country, but it is not so rich as large areas in the Yukon. It is likely, too, to be a tough camp this winter, as there are 6,000 men there and only one deputy United States marshal."

FRUIT PACKED IN PEAT.

French Company in Mexico Solves a Most Difficult Problem.

Mexican Herald.

What is considered a highly important discovery has just been made in the matter of the shipment of fruits. It is believed that a solution is finally been found for the problem of transporting delicate tropical fruits long distances.

The experiments have been made by a French company, under the auspices of the French government. The shipments have been made from Guiana and the Island of Guadalupe, in the Lesser Antilles, to France, and the outcome is declared most satisfactory.

The secret of the new process is the

ARE YOU GOING ON A JOURNEY?

Be sure to take with you on your travels a supply of Day Roll plug chewing tobacco. It will be a good friend and good company when you are weary and need sustenance. All stores sell "Day Roll," and the tags are valuable for premiums.

Lifebuoyn Soap—disinfectant—is strongly recommended by the medical profession as a remedy against infectious diseases.

FAMILY OF MANIACS.

A terrible case of religious mania has befallen a family named Leinenh, in Seesche, Germany. One of the daughters believed that she had seen in a vision the Virgin Mary, and this was taken to mean that death was approaching. All the members of the family stripped themselves naked, and wanted to be taken up to heaven. Another daughter, aged four-year-old, implored her to a tree and hung him until he died, as this was the surest way of securing heaven for him. Another niece was trampled to death by her infuriated aunt. When secured by neighbors and gendarmes every member of the family was covered with blood.

A large supply of hot water is always on hand in the kitchen where an

Oxford Chancellor Range

is used. There is a large reservoir of polished copper which is practically indestructable. We have found after considerable experiment that the copper reservoir is the best, being easiest to keep clean. The enamel reservoirs chip off and get rusty in the seams.

The reservoir in the Oxford Chancellor is close to the fire box so the temperature of the water may be brought to any required degree. The top of the tank is flush with the top of the range, so kettles or pots slide right on to it without lifting. The reservoir may be readily removed by anyone.

The Oxford Chancellor Range can be fitted with grates to burn hard or soft coal or wood.

If your dealer doesn't sell the Oxford Chancellor Range write to us direct.

The Gurney Foundry Co., Limited

151 Hastings St., Vancouver

Toronto Montreal Winnipeg



Miowera Comes From Sydney

Canadian Australian Liner Arrives Yesterday After a Pleasant Voyage.

Latest Shipping Intelligence of the Port, Coast and Ocean.

Yesterday afternoon the Canadian Australian liner Miowera arrived at the outer wharf after a pleasant and uneventful trip from Sydney, N. S. W., and the way ports in the Pacific islands. Although the Miowera brought many passengers for this port and Vancouver, there was little news to be extracted from any of them.

One gentleman said that a great deal of commercial depression existed throughout Australasia owing to the somewhat uncertain feeling caused by the political situation. It is not known what the new government is going to do, and as a consequence business is not brisk. The recent irritation into active politics of the labor party was not reassuring, and business fell it all over Australia. Many people are leaving for Europe and America, a large proportion of them not intending to return.

This gentleman thought it would be some time yet before any appreciable difference could be noted for the better in commercial and industrial conditions in Australia.

The following is the official report of the Miowera's voyage from the antipodes:

The R. M. S. Miowera, Frank A. Henning commander, left Sydney at 11 a. m. October 3, and experienced light N. E. winds and fine weather to arrival at Brisbane at 2 a. m. October 5. Left again at midnight same date and experienced moderate westerly winds, veering to S. E. and cloudy weather; passed Walpole island at 9 p. m. October 8; Mount Washington 10 a. m. October 10, and arrived Suva at 4:30 p. m. same date. Left Suva at 5 a. m. 11th inst., and anchored in Lauhala bay at 6 a. m., left Lauhala at 4 p. m. same day, and experiencing fresh S. E. trades and rough sea up to the Hainan islands, which were passed at 4 p. m. the following day; wind light and variable and weather showery. Passed Hull island at 6 p. m. October 13, and crossed the equator at 4 p. m. October 14 in latitude 170 degrees W., wind light easterly and weather fine; from 8 degrees N. to 17 degrees N. latitude encountered fresh N. E. trades and rough seas; thence to arrival at Honolulu light winds and fine weather, which was reached at 9 a. m. October 19. Left Honolulu at 3 p. m. same day and experienced moderate light S. E. winds and cloudy weather with moderate swell throughout the passage. Passed Cape Flattery at 9 a. m. October 26 and arrived at Victoria at 2 o'clock p. m.

Following were the passengers brought by the Miowera:

For Victoria—Mr. P. J. Morris, Miss I. Barr, Mr. G. Donoghue, Mr. A. Anderson, Mr. E. Radford, Mr. Hamilton, Mrs. Hamilton, Mr. J. M. Woods, Miss Claybourne, Miss Claybourne, Miss Aishart, Mr. Campbell, Mrs. Campbell and two children, Miss A. Campbell and Mr. Campbell, Mrs. W. G. Reid, Mr. W. Teal, Mr. Kawachi, Mrs. Kawachi and child, Mr. T. Ogimaki, Mr. N. Kobata, Mr. G. Hirano, Mr. T. Harniuchi, Mr. G. Masagore, Mr. T. Hikijiri, Mr. Kinoko, Mr. and Mrs. J. Hikijiri, Mr. and Mrs. T. Tsukamoto, Mr. and Mrs. H. Wagata, Mr. Naoma, Mr. Tanigawa, Mr. M. Hori.

For Vancouver—Mr. and Mrs. R. Inneman, Miss Inneman, Lieut.-Col. and Mrs. Etheridge, Mrs. Arsenault, Mr. and Mrs. Merryday, Mr. L. H. Merryday, Mr. H. Merryday, Master C. Merryday, Miss H. Merryday, Master H. Merryday, Mr. J. McEwan, Mrs. McEwan, Mrs. Fontanella, Miss Fontanella, Mrs. McEvily, Mr. R. Holborn, Mr. Livingstone, Mr. Atkinson, Mr. G. Fraser, Mr. and Mrs. Blagden, Major Lullin, Mr. Nisbett, Miss J. Williams, Mr. and Mrs. G. Gilbert, Mr. J. Azar, Mrs. T. Tawaray, Mr. T. Winsfield, Mr. and Mrs. Dethleffson and family, Mr. W. H. Grove, Mr. H. Hizson, Master E. Foster, Master A. Foster, Mr. R. W. Richards, Mr. and Mrs. J. Ramage and two children, Miss M. Smith, Mr. J. Anderson, Mr. Corthorn, Mrs. Stewart, Mr. J. Thompson.

PRINCESS MAY RETURNS.

Yesterday the steamer Princess May arrived back in Victoria harbor from her long trip to the Alaskan ports. She brought down a number of passengers for Vancouver, also a considerable quantity of freight. The winter darkness is setting in over the northern country and in another fortnight things will have assumed their usual winter aspect.

LEELANAW ARRIVES.

Big Steamer Enters Harbor, Bringing a Cement Cargo.

Yesterday morning the steamer Leelanaw arrived in the inner harbor from San Francisco with about 800 tons of cement, which will be used in the foundation work of the new C. P. R. hotel, James Bay. The steamer will be immediately engaged on her new work. She has, as has been published in the Colonist, been chartered by the Pacific Trading Company to carry and tow concentrates from Alaska to the Tacoma smelter, and enters on this work early next month. The Leelanaw will carry back on her northern trips full cargoes of coal from Ladysmith for the Neelback Copper Co., Prince of Wales island, and also for the White Pass and Yukon railway. The Leelanaw has a cargo capacity of about 3,000 tons. She is to be commanded under the new charter by Capt. Myers.

VALUABLE CARGO.

The Occidental and Oriental steamship Doric has arrived at San Francisco from the Orient, bringing 2,742 tons of cargo, the principal items being silk and teas, the value of the first being \$1,800,000. The vessel also carried specie to the value of \$500,000. This makes the Doric's cargo one of the most valuable landed to date.

NOME'S GOLD OUTPUT.

Seattle, Wash., Oct. 26.—The steamship Senator has arrived from Nome with 430 passengers and \$250,000 in gold dust. Passengers on the Senator say that a close estimate of the gold output for this season has been made, and that it is believed the total amount from Nome will be \$3,000,000. Including an estimate on the winter diggings, it is believed that the total year's output of gold dust will be in excess of \$1,000,000.

SURVEY OF TOPEKA.

Decision of Inspectors Not Likely to Be Forthcoming Before End of Week.

The marine survey of the Alaska steamer City of Topeka will not be completed and a decision of the inspectors as to the cause of the mishap which sent her to the bottom of the bay will be delayed between Dec. 1 and 2. We will not be forthcoming until the close of the present week, says the Post-Intelligencer.

All the cargo of the vessel has been removed, but the survey is still in progress. So far since the removal of the freight the marine inspectors have not made a personal inspection of the vessel, but they will today or tomorrow. Their investigation to determine the cause of and place the responsibility for

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Financial—Money to loan in sums from \$500 to \$30,000
Insurance—Commercial Union Assurance Co., of London;
Canada Accident Assurance Co.; Plate Glass

Electrical Apparatus For Power and Lighting

CANADIAN GENERAL ELECTRIC CO'S

Are the Standard Motors for Power Purposes, from 1-6 h. p. upwards.
Address all inquiries to District Office, VANCOUVER, B. C.

HEAD OFFICE, TORONTO, ONT.

The Canada Foundry Co., Ltd.

TORONTO, ONT.

EVERYTHING IN IRON LINE—ENGINES, BOILERS, STEAM PUMPS,
STRUCTURAL IRON WORK, BRIDGES, WATER WORKS SUPPLIES.

Address, Box 744, Vancouver, B. C.

the disaster was commenced about two weeks ago.

With the conclusion of the survey and investigation, bids will be invited for the repairs to the Topeka. It is estimated that these cannot be completed, enabling her to go into commission again, much short of three months. The repairs, will involve the expenditure of many thousands of dollars.

MARINE NOTES.

Steamer Wellington, Captain Cutler, passed up from San Francisco to Lady-smith for a coal cargo.

CANADA AND THE MOTHER COUNTRY.

The Birmingham Daily Post says—

It is to be feared that the benevolent intentions of Canada toward the mother country in the matter of customs duties, and not directed to our own trade, have been lost sight of.

The Canadian preference of 33 1/3 per cent, lately accorded our trade with the Dominion has certainly been attended with some increase of our business there, but recent returns go to show that American trade with the country without any preference has advanced even in greater measure, so that our share of Canadian commerce, on the whole, is less than it was before.

The proximity of the United States, the low cost of transport, and the special utility of American products, patterns, and business methods to Canadian requirements have apparently, outweighed the modest advantages which we have been able to offer the colonists as a consequence of the tariff protection.

The Great Majestic pays for itself in the saving of fuel, and brings the greatest satisfaction, does its work and does it well.

We are now offering a cheaper Steel Range, the Reliance, for \$38.00. Special value.

A full line of Tin and Granite Ware goods at the best market value.

W.H.I.T.E R.O.C.K LYTHIA WATER

Cures Stomach and Kidney Troubles.

ITS EQUAL IS UNKNOWN

PITHER & LEISER, - Agents

HAVE YOU SEEN OUR NEW

"Art Electric Fixtures"

Call and see the latest designs in Electric Fixtures, at our new showrooms, 29 Government Street,

The Hinton Electric Co., Ltd.

The Great MAJESTIC
Is a High-Priced Range
But it pays to buy the best

The Great Majestic pays for itself in the saving of fuel, and brings the greatest satisfaction, does its work and does it well.

We are now offering a cheaper Steel Range, the Reliance, for \$38.00. Special value.

A full line of Tin and Granite Ware goods at the best market value.

GEO. POWELL & CO CHEAPSIDE

The Hotel Driard

CLINTON A. HARRISON, Proprietor, VICTORIA, B. C.

Strictly First Class. American and European Plans. Special Attention Given to Commercial Meats.

WILLOWS CAMPBELL RIVER, B. C.

For the best HUNTING and FISHING in the province, ELK, DEER, TROUT, BIG SALMON. Guides and boats on hand; new hotel; excellent accommodation. For particulars write to THULIN BROS., LUND, B. C.

Riverside Hotel — Cowichan Lake

Stage leaves Duncan every Friday for the RIVERSIDE. Arrangements made for special trips. Deer, bear and elk plentiful.

GREEN BROS. - Proprietors.

HAY PRESSES

Just received—a carload of the celebrated Whitman Hay Presses

Whitman's All Steel Belt Power Baler, double geared

Whitman's Latest All Steel Full Circle Baling Press.

POWERFUL. SIMPLE. DURABLE.

Write for particulars and catalogue to

E. G. PRIOR & CO., LTD. LY.

VICTORIA. VANCOUVER. KAMLOOPS

FURNITURE
Carpets, Etc.

Particulars later.

W.T. Hardaker, Auctioneer